

11.1 DOWNTOWN TIGARD URBAN RENEWAL DISTRICT

Citizens have expressed a desire to create a “heart” for their community: a place to live, work, and play, and to serve as a community gathering place.

Main Street and the surrounding area have served as Tigard’s historic center, dating back to around 1907. A central business district developed around the railway station, serving the then small farming community with businesses such as a bank, hotel, restaurants and a farming supply store. The prevalent urban form of one and two-story buildings is still present on Main Street.

In the 1940s and 50s the automobile became the primary mode of transportation. Tigard’s population grew steadily, but Downtown Tigard lost its prominence with the Pacific Highway viaduct, which bypassed Main Street, and the construction of Washington Square Mall and other large shopping centers.

Today, the existing uses in the Downtown Urban Renewal District include retail, office, residential, auto-dependent businesses, and large-lot light industrial businesses as well as public park, civic, and transit uses. Industrial uses are prominent to the southeast of the plan area. Retail commercial uses are concentrated to the northwest along OR 99W. Within the Urban Renewal District, there is a small amount of residential development, mostly one and two-story apartment buildings.

Planning for Downtown Tigard’s revitalization has been a long-term process, stretching back at least 25 years. The most recent effort dates back to 2002, with the announcement of plans for a Washington County Commuter rail line with a planned station in downtown Tigard. This inspired a small group of citizens and business owners to work on ideas for Downtown to capitalize on Commuter Rail.

In 2004 the City received a state Transportation and Growth Management (TGM) grant, which facilitated the hiring of consultants and a more extensive planning process. A Task Force of 24 citizens was formed to guide the plan’s development. The planning process incorporated high levels of citizen involvement, including community dialogues, workshops, open house, and a public survey.

Tigard Downtown Improvement Plan (TDIP)

The TGM grant and planning process resulted in the Tigard Downtown Improvement Plan (TDIP). The TDIP set forth a vision to create “a vibrant and active urban village at the heart of the community that is pedestrian oriented, accessible by many modes of transportation, recognizes and uses natural resources as an asset, and features a combination of uses that enable people to live, work, play and shop in an environment that is uniquely Tigard.”

To achieve this vision and the Preferred Design Alternative, the TDIP made several policy recommendations. Eight catalyst projects were proposed to help create a more active Downtown:

1. Streetscape Enhancement Program
2. Green Corridor/Urban Creek
3. Hall Blvd. Regional Retail
4. Downtown Housing Development
5. Ash Area Downtown Improvement
6. Performing Arts and Recreation Center
7. Fanno Creek Public Area

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8. Relocating Post Office

The TDIP also made recommendations on Transportation System Improvements, Code and Regulatory Adjustments, Funding Sources, and Follow-Up Actions. The City Council accepted the TDIP in September 2005.

Urban Renewal Plan

An Urban Renewal Plan was developed to implement the TDIP. The tools provided by urban renewal, including Tax Increment Financing, are intended to attract private investment and facilitate the area's redevelopment. Tigard voters approved the use of Tax Increment Financing for Urban Renewal in the May 2006 election.

Tigard Downtown Streetscape Design Plan

The Tigard Downtown Streetscape Design Plan provides specific guidance for Streetscape Enhancement, one of the catalyst projects. It was developed with significant citizen involvement. The Plan includes a Design Framework, Streetscape Design Concepts, and Gateway and Public Spaces, all of which will encourage the development of a pedestrian-friendly Downtown.

Statewide Goals and Policies

In addition to the Statewide Goals, there are a number of other state policies that are relevant to the Downtown:

Transportation Planning Rule

The Transportation Planning Rule (TPR) directs cities and counties to develop balanced transportation systems addressing all modes of travel including motor vehicles, transit, bicycles and pedestrians. The TPR envisions development of local plans that will promote changes in land use patterns and transportation systems that make it more convenient for people to walk, bicycle, use transit, and drive less to meet their daily needs. The TPR also directs cities and counties to plan changes in transportation facilities in tandem with land use and development patterns.

Oregon Highway Plan

The 1999 Oregon Highway Plan includes a series of policies and actions related to integrating land use and transportation. 99W and Hall Boulevard are two roadways (both under ODOT's jurisdiction) which run through the Downtown, which could conceivably receive these designations to help foster compact development:

Special Transportation Area (STA) is a designated district of compact development located on a state highway within a downtown in which the need for appropriate local access outweighs the considerations of highway mobility.

Urban Business Area (UBA) is a highway segment designation which may vary in size and which recognizes existing areas of commercial activity or future nodes or various types of centers of commercial activity within a downtown.

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Regional Planning Requirements

Metro's 2040 Growth Concept and Framework Plan

The Metro 2040 Growth Concept and Framework Plan designates Downtown Tigard as a Town Center, defined as “compact, mixed-use neighborhoods of high-density housing, employment and retail that are pedestrian-oriented and well served by public transportation and roads.” Town Centers are described as the central focus of community life, serving residents living within two or three miles. Some key objectives for developing Metro-designated 2040 Centers include:

- Promoting more intensive mixed-use development.
- Providing infrastructure to support more intensive development.
- Creating effective local and regional transportation connections to and within the center for all travel modes.
- Providing public spaces and distinct center identification.
- Recognizing the natural environment as a desired amenity.

2. FINDINGS

• Existing Conditions

Land Use

The Urban Renewal Area contains approximately 193.71 acres (including 49.57 acres of right-of-way) and comprises 2.6% of the City's 7496 acres of total land area. It contains 193 individual properties. The current land uses are dominated by development with little pedestrian-friendly orientation. Outside of Main Street, the existing buildings do not create a sense of place and cohesive function, but rather appear to be spread out and auto-dependent. Block sizes are large for a downtown.

In general, downtown properties have low improvement to land (I:L) ratios. Healthy I:L ratios for downtown properties range between 7.0 -10.0 or more. In Tigard's Urban Renewal Area 2004-05 I:L averages were 1.43 for commercial properties and 2.79 for multi-family residential. (*Report Accompanying the City Center Urban Renewal Plan.*)

Under existing conditions, Downtown is underdeveloped and lacks the mix of high quality commercial, office, residential and public uses suitable for an urban village.

Transportation System

The Area is served by two major transportation corridors (99W and Hall Blvd.) with heavy traffic levels. Many of the other Downtown streets lack complete sidewalks. In general, there are poor linkages to and within the Downtown.

Railway tracks also bisect the Downtown. A planned system upgrade will make both commuter and freight train operation more efficient and less disruptive to automobile traffic.

Natural Features

Fanno Creek flows through downtown and is the most notable natural feature. The creek, part of its floodplain and associated wetlands are part of a 22-acre city park with a multi-use path.

• Current Zoning Districts and Comprehensive Plan Designations

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The majority of the Downtown is zoned Central Business District (CBD). While the current CBD zone allows the mix of uses necessary for a successful downtown, the regulations lack the language to guide new development to be consistent with the preferred urban form. As a result, the area has developed without many of the pedestrian-oriented qualities specified in the Tigard Downtown Improvement Plan.

The Tigard Urban Renewal Area encompasses the original Plan area and several additional tax lots, which are zoned R-4.5, R-12 (PD), C-G (General Commercial) and C-P (Professional/ Administrative Commercial.) These additional zones do not permit mixed use development, which is crucial for successful downtowns.

- **Community Values**

According to the Comprehensive Plan Issues and Values Summary, Downtown is important to Tigard residents; many use it on a weekly basis. Many would like it to see improvements so it will become a gathering place for the community.

Tigard Beyond Tomorrow's Community Character & Quality of Life section, includes a goal to achieve a future where “the Main Street area is seen as a ‘focal point’ for the community,” and “a clear direction has been established for a pedestrian-friendly downtown and is being implemented.”

The passage of the Urban Renewal measure in May 2006 by 66% of voters also shows strong community support for Downtown's revitalization.

- **Metro Requirements for Town Center Planning**

Title 6 of the Urban Growth Management Functional Plan requires local jurisdictions to adopt land use and transportation plans that are consistent with Metro guidelines for Town Centers.

GOAL

The City will promote the creation of a vibrant and active urban village at the heart of the community that is pedestrian oriented, accessible by many modes of transportation, recognizes natural resources as an asset, and features a combination of uses that enable people to live, work, play and shop in an environment that is uniquely Tigard.

POLICIES

11.1. Facilitate the Development of an Urban Village

11.1.1 New zoning, design standards and design guidelines shall be developed and used to ensure the quality, attractiveness, and special character of the Downtown as the “heart” of Tigard, while being flexible enough to encourage development. (TDIP p.31)

11.1.2 The Downtown's land use plan shall provide for a mix of complimentary land uses such as:

- a) Retail, restaurants, entertainment and personal services;
- b) Medium and high-density residential uses including rental and ownership housing;
- c) Civic functions (government offices, community services, public plazas, public transit centers, etc)
- d) Professional employment and related office uses
- e) Natural Resource protection, open spaces and public parks.

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(TDIP p.30)

11.1.3 The City shall not permit new land uses such as warehousing; auto-dependant uses; industrial manufacturing; and industrial service uses that would detract from the goal of a vibrant urban village (TDIP p. 30)

11.1.4 Existing nonconforming uses shall be allowed to continue, subject to a threshold of allowed expansion. (TDIP Land Use Technical Memo p.6)

11.1.5 Downtown design, development and provision of service shall emphasize public safety, accessibility, and attractiveness as primary objectives. (TDIP p. 23)

11.1.6 New housing in the downtown shall provide for a range of housing types, including ownership, workforce and affordable housing in a high quality living environment. (TDIP p.26)

11.1.7 New zoning and design guidelines on Main Street will emphasize a “traditional Main Street” character. (TDIP p. 33)

11.2 Develop and Improve the Open Space System and Integrate Natural Features into Downtown

11.2.1 Natural resource functions and values shall be integrated into Downtown urban design. (TDIP p. 23)

11.2.2 The Fanno Creek Public Area shall be a primary focus and catalyst for revitalization. (TDIP p.26)

11.3 Develop Comprehensive Street and Circulation Improvements for Pedestrians, Automobiles, Bicycles and Transit

11.3.1 The Downtown shall be served by a complete array of multi-modal transportation services including auto, transit, bike and pedestrian facilities. (TDIP p. 22)

11.3.2 The Downtown shall be Tigard’s primary transit center for rail and bus transit service and supporting land uses. (TDIP p. 24)

11.3.3 The City in conjunction with TriMet shall plan for and manage transit user parking to ensure the Downtown is not dominated by “park and ride” activity.

11.3.4 Recognizing the critical transportation relationships between the Downtown and surrounding transportation system, especially bus and Commuter Rail, Highway 99W, Highway 217 and Interstate 5, the City shall address the Downtown’s transportation needs in its Transportation System Plan and identify relevant capital projects and transportation management efforts. (TDIP p. 28)

11.3.5 Streetscape and Public Area Design shall focus on creating a pedestrian friendly environment without the visual dominance by automobile-oriented uses. (TDIP p.25)

11.3.6 The City shall require a sufficient but not excessive amount of parking to provide for Downtown land uses. Joint parking arrangements shall be encouraged. (TDIP p. 29)

ACTION MEASURES

Staff will work on these short and medium term actions to implement policies that will support the creation of a vibrant, compact, mixed-use area with housing, retail and employment opportunities.

11.A Facilitate the Development of an Urban Village

- 11.A.1 Develop design guidelines and standards to encourage attractive and inviting downtown commercial and residential architecture through high- quality building design, with particular attention to building fronts and streetscape, as well as appropriate density, height, mass, scale, architectural and site design guidelines.
- 11.A.2 Adopt non-conforming use standards appropriate to a downtown in transition.
- 11.A.3 Develop code measures to mitigate any compatibility issues when new downtown development occurs in close proximity to the Downtown's commuter rail line.
- 11.A.4 Provide areas in the Downtown where community events, farmer's markets, festivals and cultural activities can be held.
- 11.A.5 Designate the Downtown area as the preferred location for Tigard's civic land uses.
- 11.A.6 Promote an awareness of the Downtown's history through measures such as public information, urban design features and preservation of historic places.
- 11.A.7 Monitor performance of design guidelines, standards and related land use regulations and amend them as necessary.

11.B Develop and Improve the Open Space System and Integrate Natural Features into Downtown

- 11.B.1 Acquire property and easements to protect natural resources and provide public open space areas, such as park blocks, plazas and mini-parks.
- 11.B.2 Develop "green connections" linking parks and greenways with adjacent land uses, public spaces and transit.
- 11.B.3 Incorporate public art into the design of public spaces.
- 11.B.4 Enhance the landscape and habitat characteristics of Fanno Creek as a key downtown natural resource.

11.C Develop Comprehensive Street and Circulation Improvements for Pedestrians, Automobiles, Bicycles and Transit

- 11.C.1 Develop a circulation plan that emphasizes connectivity to, from, and within the Downtown in

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the design and improvement of the area's transportation system, including developing alternative access improvements to Downtown.

- 11.C.2 Address public safety and land use compatibility issues in the design and management of the Downtown's transportation system.
- 11.C.3 Investigate assigning different roadway designations within the general area of the Downtown as means to support transportation access to Town Center development such as ODOT'S Special Transportation Area (STA) and Urban Business Area (UBA).
- 11.C.4 Implement an integrated Downtown pedestrian streetscape and landscape plan.
- 11.C.5 Acquire property and easements to implement streetscape and landscape plans, and develop needed streets, pathways, entrances to the Commuter Rail park and ride lot, and bikeways.
- 11.C.6 Express the themes of an urban village and green heart by utilizing the "unifying elements" palette from the Streetscape Design Plan to design streetscape improvements.
- 11.C.7 Emphasize sustainable practices in street design through innovative landscaping and stormwater management and provision of multimodal infrastructure.
- 11.C.8 Encourage the formation of a Downtown Parking and Transportation Management Association.
- 11.C.9 Incorporate the Downtown's public investment / facility needs into the City's Public Facility Plan and implementing Community Investment Plan.

D. Other Action Measures

- 11.D.1 Develop and implement strategies to address concerns with homeless persons and vagrancy in the Downtown and Fanno Creek Park.
- 11.D.2 Provide public with regular informational updates on Urban Renewal progress and an accounting of funds spent by the City Center Development Agency.

MAP:

ADOPTED URBAN RENEWAL BOUNDARIES MAP

Action Chart: Downtown

	Action	Timeline				Who Implements (City Departments)
		Short Term	Medium Term	Long Term	Ongoing	
		Next 5 Years	6 to 10 Years	11+ Years		
11.A	FACILITATE THE DEVELOPMENT OF AN URBAN VILLAGE					
1	Develop Design Guidelines for the Downtown Urban Renewal Area	X				CD-LR, CD-CP
2	Adopt non-conforming use standards	X				CD-LR, CD-CP
3	Develop code measures to mitigate compatibility issues	X				CD-LR, CD-CP
4	Provide areas where community events, farmer's markets, or other events can be held	X	X			CD-LR, CD-CP
5	Designate the Downtown area as the preferred location for civic land uses	X				CD-LR
6	Promote an awareness of the Downtown's history				X	CD-LR, CD-CP
7	Monitor performance of design guidelines, land use regulations				X	CD-LR, CD-CP
11.B	DEVELOP AND IMPROVE OPEN SPACE AND INTEGRATE NATURAL FEATURES					
1	Acquire property and easements to protect natural resources and provide public open space areas	X	X			CD-LR, PW
2	Develop "green connections"	X	X			CD-LR, CD-E, PW
3	Incorporate public art into the design of public spaces.	X			X	CD-LR, CD-E, PW
4	Enhance the landscape and habitat of Fanno Creek	X			X	CD-LR, CD-E, PW
11.C	DEVELOP COMPREHENSIVE STREET AND CIRCULATION IMPROVEMENTS					
1	Develop Access and Circulation Plan	X				CD-E, CD-LR
2	Address public safety and land use compatibility issues in the design and management of the transportation system	X				CD-E, CD-LR
3	Investigate assigning different roadway designations	X				CD-E, CD-LR
4	Implement an integrated pedestrian streetscape and landscape plan	X				CD-E, CD-LR
5	Acquire property and easements to implement streetscape and landscape plans, and new streets	X	X		X	CD-E, CD-LR

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	Action	Timeline				Who Implements (City Departments)
		Short Term	Medium Term	Long Term	Ongoing	
		Next 5 Years	6 to 10 Years	11+ Years		
6	Use the "unifying elements" palette to design streetscape improvements				X	CD-E, CD-LR
7	Emphasize sustainable practices in street design				X	CD-E, CD-LR
8	Encourage the formation of a Downtown Parking and Transportation Management Association			X		CD-LR
9	Incorporate the Downtown's public investments into the City's Public Facility Plan and implementing CIP	X			X	CD-E, CD-LR
11.D	OTHER ACTION MEASURES					
1	Develop and implement strategies to address concerns with homeless persons and vagrancy in the Downtown and Fanno Creek Park	X				CD-LR
2	Provide public with regular informational updates on Urban Renewal progress	X			X	CD-LR

CD-LR=Community Development - Long Range Planning

CD-CR=Community Development - Current Planning

CD-E= Community Development – Engineering

PW= Public Works

SECTION 5—PUBLIC INVOLVEMENT

The development of the Master Plan for Fanno Creek Park and the Public Use Area will engage the community and specific stakeholders in an open public process in order to build consensus for a final design. The process will use a Steering Committee representing a range of interests to provide input into the design process, and recommendations to the City Council. In keeping with prior planning efforts in Downtown, the process will ensure that all residents of Tigard interested in the project have an opportunity to contribute to the process and be informed about project progress.

1. Public Involvement Overview

This project will focus on the design of Fanno Creek Park and the Public Use Area, which is Downtown's central plaza space for the community. Because its design affects all residents of the community, broad community interest will be encouraged. In addition, input from Downtown businesses, local neighborhoods, and the design community will be solicited. A variety of activities are planned to keep the general public engaged as the project moves forward.

Three (3) public meeting forums are planned. The first public meeting will be held at the beginning of the design process where initial park programmatic and design ideas are explored. This will also provide an opportunity to express a variety of ideas regarding general concept, opportunities and constraints. A second public meeting will combine an open house with a more formal presentation of conceptual design options. A third open house and discussion will center on the master plan at the Schematic Design level.

An on-line newsletter and survey with graphics and narrative at different stages of the design process will be made available to the public. Design options and the final preferred designs will be displayed at several locations in advance of the public meetings.

The City and consultant shall determine the appropriate forum and schedules for public outreach. The consultant shall be involved in regular meetings, including the following (Phases I and II only):

1. Weekly Meetings with Project Manager (including Technical Advisory Group as needed)— Up to twenty-four (24) meetings
2. Steering Committee – Eight (8) meetings
3. Public Open House – Three (3) meetings
4. City Council – Three (3) meetings

2. Steering Committee

The Committee will be comprised of the following representation:

- City Center Advisory Commission (2)
- Local Neighborhoods adjoining park (2)
- Downtown Business / Property Owners (2)
- Parks Board Member (2)
- Citizen At-Large (1)

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2006 Annual Report of the City Center Advisory Commission

The 2006 calendar year marks the first annual report of the Commission as set forth in Section 11 of the new By Laws. This year also began the prioritization, funding, and implementation of key projects identified in prior planning efforts. With the adoption of the Tigard Downtown Improvement Plan in September 2005, the Urban Renewal Plan in December 2005, and the passing of the Urban Renewal Ballot Measure in May of 2006, the ground work was completed to begin a more formal strategy for the Downtown. In August 1006, Council adopted the *Downtown Implementation Strategy*, which will guide the City's policies and work program for the Downtown over a three (3) year period. The Strategy will be updated annually to reposition the City's for each upcoming year.

The year began with extensive Citizen involvement to inform the Public about the upcoming Ballot Measure in May 2006 in which voters would decide whether Tax Increment Financing (Urban Renewal) could be used in the Downtown. The vote passed with a 65% majority. The CCAC became involved with efforts to inform the public including the formation of a separate, political action committee (PAC), and participation in the production of a video about the Downtown Plan and Urban Renewal.

There were several key projects in which the CCAC were directly involved. These included Commuter Rail, and the upgrade of a shelter for the new station, the Downtown Implementation Strategy, a preliminary framework study for new land use regulations and design guidelines for Downtown, the formation of new By Laws, two Metro Transportation Improvement Projects (MTIP) in Downtown, and the Fanno Creek Park Master Plan Request for Proposals (RFP).

From June to September, the Commission worked on a bi-weekly schedule to review and provide policy direction for the development of preliminary land use / design guidelines for Downtown. The Commission is concerned about the impact of development proposals that will be submitted to the City prior to adopting new regulations. Such proposals have the possibility of being "out of sync" with the Downtown Plan, and could obstruct efforts to implement parts of the Plan. As a result, the Commission crafted a letter to potential development applicants in the Downtown, encouraging their adherence to the intent of the Downtown Plan. The letter, now with City Council approval, will be provided at all pre-application meetings for Downtown projects with Staff there to explain how applicants can design their projects to be in line with anticipated the design guidelines for Downtown.

The Commission had three recommendations that were added to the preliminary set of land use and design guidelines. The CCAC recommended that staff: 1) evaluate the use of a "form-based code" where appropriate, 2) include height restrictions and a "view corridor" from 99W into Downtown, and 3) develop design guidelines that address the "architectural character" of a traditional Main Street. The Commission is very much in favor of developing a traditional Main Street. A "form-based code" is a new regulatory means of defining architectural criteria in graphic format. In addition, the Commission actively participated in two Outreach Open Houses to update and inform Downtown business and

property owners about progress and the new regulations being undertaken. The direct efforts of CCAC members were instrumental in gaining attendance and developing relationships that may be helpful to the Downtown mission. Several Downtown business and property owners from these meetings have shown interest in participating in upcoming efforts. Obtaining the support of Downtown business and property owners will be critical to the future success of projects there.

The Commission worked with staff to assist in the promotion of two MTIP projects which were identified for Downtown: 1) Main Street Retrofit, the redesign and reconstruction of approximately one half of Main Street in accordance with "Green Street" standards, and 2) Tigard Transit Center Redesign, a master plan to redesign the existing bus station and surrounding area for redevelopment, more efficient bus use, and pedestrian use. The CCAC wrote a letter of support to Metro signed by all members of the CCAC. Several members and others made presentations at the Metro "listening posts" at locations in Beaverton and Downtown Portland to provide public testimony for these projects. The projects could significantly improve progress in the Downtown and both are still in the running. A decision will be forthcoming in February 2007.

The Downtown Implementation Strategy was prepared by Staff, but reviewed and revised with input from the Commission. The Commission played the important role of ensuring that the Tigard Downtown Improvement Plan, its projects and ideas, were incorporated appropriately into the Strategy. The Strategy was endorsed by the Commission and adopted by Council in August of 2006.

With the passage of the Urban Renewal Ballot Measure in May, the Commission's future became more secure, and the need for a redefinition of its mission warranted. The Commission actively participated in the formation of its By Laws by revising them, and meeting with Council to discuss specific sections. The result is a set of By Laws with which both City Council and the Commission are comfortable, and ones for which the Commission feels a personal sense of ownership. They were adopted by Council in October.

One of the key projects began in 2006 is the Fanno Creek Park and Public Use Master Plan Area Request for Proposals (RFP). The RFP was issued in late November 2006 with proposals due in mid January 2007. The Commission has taken particular interest in the master plan, and looks forward to the role it will play in facilitating broad community support, and chairing the Fanno Master Plan Steering Committee. The design of a central public gathering space that truly meets the long-term needs and desires of the community is an important objective and will become our mission.

Additional Recommendations to Council: *add here*

Signed

Carl Switzer, Chair, City Center Advisory Commission

Agenda Item #

Meeting Date

December 19, 2006**COUNCIL AGENDA ITEM SUMMARY**

City Of Tigard, Oregon

Issue/Agenda Title City Center Advisory Commission (CCAC) Membership VacanciesPrepared By: Phil Nachbar Dept Head Approval: _____ City Mgr Approval: _____**ISSUE BEFORE THE COUNCIL**

Information to Council regarding current and upcoming membership vacancies on the CCAC, and new processes for appointments as outlined in newly adopted by laws.

STAFF RECOMMENDATION

Council should determine the manner in which it wants to select terms for current members of the CCAC

KEY FACTS AND INFORMATION SUMMARY

Section 3 of the CCAC By Laws addresses appointments to the CCAC, and calls for a means of staggering all current members' terms with three (3) three-year terms, three (3) two-year terms, and three (3) one-year terms. Council needs to determine what process it wishes to use to stagger the terms of existing members. Council may consider one of the following options for staggering terms, or at its discretion, provide its own method; 1) assign the longer terms (3-year) to members with the shortest total time of service on Downtown boards or commissions, and the shorter terms (1-year) to members with the longest time of service. 2) request the CCAC to "self select" themselves with a preferred method of staggering in accordance with the By Laws or 3) conduct a lottery.

There will be two (2) vacant positions on the CCAC as of January 1, 2007. Currently, one position is available due to the resignation of Judy Munro, and a second vacancy will occur as a result of the election of Gretchen Buehner to the City Council. On October 24, 2006, City Council passed resolution #06-64 adopting new By Laws for the CCAC. Sections 2 and 3 address composition and appointments. Currently, the composition of the CCAC does not conform to the newly adopted By Laws. In order to meet the suggested composition in the By Laws, the current Commission would need to include two (2) Downtown business or property owners, and one (1) member of the Planning Commission. However, and unless there are other openings, there will be only two (2) available positions in January 2007. These new appointments would be to three-year terms.

OTHER ALTERNATIVES CONSIDERED

N/A

COUNCIL GOALS AND TIGARD BEYOND TOMORROW VISION STATEMENT

Tigard Beyond Tomorrow

Volunteerism

#1) City will maximize the effectiveness of the volunteer spirit to accomplish the greatest good for our community.

1a) Keep current volunteer program healthy and active.

ATTACHMENT LIST

Attachment #1: CCAC By Laws

FISCAL NOTES

No cost impact.